



ZA 8-21-2019
Item # 5.a.

Planning Department <planning@edcgov.us>

(2 pages)

Fwd: Objection to Variance V18-005/Chellappan - hearing on 8/21/19

1 message

exd4u@aol.com <exd4u@aol.com>
To: melanie.sasha@edcgov.us, planning@edcgov.us
Cc: ginabrit@aol.com, rbrecek@aol.com

Thu, Aug 15, 2019 at 6:38 AM

As a resident of Lakepointe community, I have serious concerns about the dangers of approving this variance request. Specifically, placing a driveway on a blind curve on top of a hill is just an accident waiting to happen.

FIRST:

The documentation submitted in Appendix J of the request appears to have four fallacies:

1. The car is shown about 4 feet already into the road, while it should be 10 ft back from road edge (or on the edge at most);
2. The car is shown facing the street, while in reality it would be backing out from the garage;
3. The analysis does not take into account the downgrade slope of the garage driveway.
4. The depicted line of sight extend "beyond the dip in the road", but if a car is "in" the dip, it would not be visible.

All these factors significantly reduce the line of sight documented in Appendix J.

SECOND:

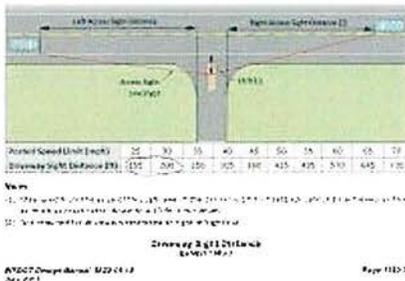
We performed an actual "drive by" test, with the assistance of a Police Chief and a Civil Engineer. We found that coming out from the subdivision the absolute earliest we were able to spot the very top of the roof of a car coming out from the garage location was about 140 ft. away (and that was specifically looking for the very first portion of the car roof, while in reality a driver would not spot that, and would have to see at least a portion of the car before he can react - so it would be less than 140 ft) Given that most cars drive at 25-30 mph, the optimistic 140 ft is significantly below the 155-200 ft required by the WSDOT Design Manual (see attachment for picture and reference)

THIRD:

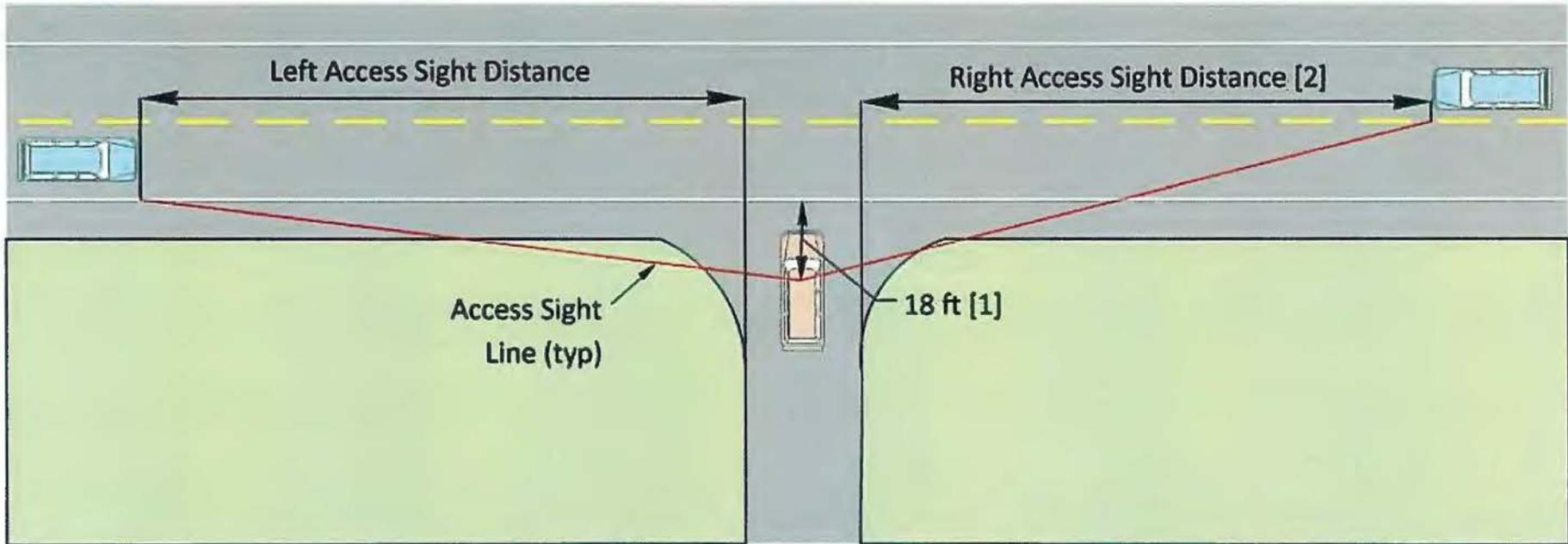
Should this variance be granted, I officially request the following:

1. This email and its attachment to be included in the records;
2. The full names of all the committee members, so that when an accident will happen they can explain to a judge why safety considerations were ignored;
3. A full copy of the meeting notes and the committee decision.

Thank you
--- Enzo di Napoli
916.293.6674



Driveway_picture.JPG
107K



Posted Speed Limit (mph)	25	30	35	40	45	50	55	60	65	70
Driveway Sight Distance (ft)	155	200	250	305	360	425	495	570	645	730

Notes:

- [1] Measured from the edge of through lane. If the desirable 18-foot setback cannot be achieved, obtain as much as practicable, down to a 10-foot minimum.
- [2] Not required for driveways restricted to right in/right out.

Driveway Sight Distance
Exhibit 1340-3